

2008 TCIF Funding Nomination for
the Outer Harbor Intermodal Terminals (OHIT)
submitted by Port of Oakland

A. Project description and background (including purpose and need).

The Outer Harbor Intermodal Terminals (OHIT), a proposed intermodal rail facility, is planned to be located on 160 acres of the former Oakland Army Base, which has become part of the Port of Oakland (the "Port") through the Base Realignment and Closure process. OHIT will allow the railroads to load and unload containers more efficiently, and will help address the portwide intermodal throughput goal. OHIT also will relieve congestion on rail main lines adjacent to the Port. In addition, OHIT will generate environmental benefits for our region and the state by providing the capability of moving more goods by rail rather than by trucks.

The Port of Oakland's cargo volume makes it the fourth busiest container port in the United States, handling 99% of the waterborne goods moving through Northern California, the nation's sixth largest metropolitan market. The Port has been, and continues to be, the premier export seaport for California's agricultural goods from the Central Valley and the wine country. However, imports have grown by over 80% between 2001 and 2006, nearly 8 times faster than the growth in exports. The outsourcing of manufacturing to foreign countries with low labor costs, primarily in Asia, has increased trans-Pacific imports at the Port of Oakland and other ports of entry. The recent weakness in the dollar has led to faster growth in exports than imports in 2007, but the Port's continued strength in exports leaves it well positioned for the future with a healthy balance between exports and imports. The Port anticipates continuing to grow at four to five percent annually, reaching between five and six million TEUs around 2020- 2025. See Exhibit A.

Eight container terminals and two intermodal rail facilities currently serve the Port. The Union Pacific (UP) and BNSF railroad facilities are located adjacent to the heart of the marine terminal areas to provide a reliable and efficient movement of cargo between the marine terminals and the intermodal rail facilities. UP's existing intermodal rail facility at the Port is the "Railport Oakland" and BNSF's intermodal rail facility at the Port is the "Oakland International Gateway" (OIG). The rail facilities also serve regional or "transload" warehouse facilities. (Container goods are unloaded, sorted, consolidated and sometimes stored for short periods of time).

Current TEU capacity at the Port is for 700,000 lifts (1 million TEUs) per year. The Port will need capacity to accommodate an additional 2 million TEUs per year to meet the projected rail need of 3 million TEUs per year around 2020-2025. The Port seeks to respond with high priority rail development projects, coordinated with railroads and shipping lines. One element of the rail development is OHIT.

B. Project scope, function and anticipated benefits.

The proposed OHIT project will provide two rail yards, each with six 4,000-foot long loading tracks and wide-span electric powered rail mounted cranes for container handling over each track group. OHIT will also provide twelve 4,000-foot long storage tracks and container buffer areas with container stack capacity of 18,000 TEUs, lead tracks near West Grand Avenue and tail tracks extending south of 7th Street, truck gates at two locations along Maritime Street, and an Administrative/Operations building, parking and maintenance buildings.

OHIT will allow the railroads to load and unload containers more efficiently, and will help address the portwide intermodal throughput goal. OHIT also will relieve congestion on rail main lines adjacent to the

Port. In addition, OHIT will generate environmental benefits for our region and the state by providing the capability of moving more goods by rail rather than by trucks. OHIT will also benefit the Port and community by bringing continued trade growth and economic benefits to the region, including support for jobs in the region's and state's important technology and agricultural sectors and business and employee payments to local and state tax revenues. See a map of OHIT in Exhibit B.

C. Project satisfies TCIF screening criteria

Eligibility: Included in appropriate adopted regional goods movement or transportation plan and has commitment of 1:1 funding match.

- Project is included in GMAP, Cal-MITSAC, trade infrastructure and goods movement plans adopted by regional transportation planning agencies, or an adopted regional transportation plan.

Project	GMAP	Cal-MITSAC	Adopted Regional Goods Movement Plan	RTP
OHIT	X pp. V-4, V-23	X pg. 81	X	X Proj # 22760

*****Check the box if Project is identified in the above plan.*****

Many of the regional transportation planning agencies in Northern California, led by the Metropolitan Transportation Commission, Sacramento Area Council of Governments (COG), San Joaquin COG, and Stanislaus COG have worked together to develop a Northern California Trade Corridors Strategy. This strategic vision, coupled with a specific program of projects, aims to address the growing needs of goods movement along the primary trade corridors in Northern California. The coalition is also supported by the six remaining Councils of Government in the Central Valley, including Kern County, the Ports of Oakland, Stockton and Sacramento, and business leaders from throughout Northern California. This coalition identified OHIT as a top tier priority for Northern California for the TCIF program.

- Specific description of entire cost

Project	Total project cost	TCIF request	Identified matching funds	State of matching funds*	Match source	Other funding	Source
OHIT	\$325 million	\$162.5 million	\$162.5 million	Approved by Port	Port and railroads		

*If match is in any way questionable, identify issues here.

The commitment to match the TCIF funds will come from the railroads. The Port of Oakland is currently discussing the details of a match with the railroads and anticipates being able to provide further information within the prescribed time frame. The Port will also contribute funds toward any necessary utility relocations and site preparation.

- Description of public benefit

The Port has been deepening its harbor to accommodate the newer, larger vessels. Along with the terminal enhancements the Port has made, this has positioned the Port to be able to bring in first port-of-

call vessels which enable more cargo to flow through the Port's facilities. However, to allow these improvements to deliver jobs, tax revenue and other benefits to the region and the state, the Port and the Railroads must also implement landside access improvements, such as OHIT. In addition, OHIT will enhance the following public benefits provided by the Port.

Job Growth. The Port of Oakland supports a significant economic base in the region. In addition to direct jobs at the waterfront, transportation workers, warehouses and retailers all are stimulated by the success of the commercial seaport.

Lower Cost Goods. The people of the state of California benefit from additional freight rail capacity. The intermodal terminal in Oakland will help reduce the cost of goods shipped to and from Oakland, helping to reduce the cost of products on store shelves, and the cost of exported products to foreign markets.

Regional Traffic Congestion. Keeping much of the Port traffic confined to the Port and the rail network that serves the Port keeps trucks off the road and allows the roads to move more efficiently. Adding more and more trucks only slows down our highways and everyone else who are on them.

Air Quality Benefits. Rail transport produces less CO₂, less particulate matter and less nitrogen oxides than trucks on a ton-mile basis. The state will be able to breathe a little easier with more of our freight moving on the railroad instead of the highway.

Deliverability: See also Gant Chart in Exhibit C

Construction is anticipated to begin in mid-2011, with completion by the end of 2013. Potential project risks include potential weakness in market demand for additional intermodal rail services. If Port growth were to stagnate, capital outlays such as the OHIT project would be less viable. Though cyclical ups and downs are common, such as the nearly flat Port performance in 2007, but the medium and long term trends point towards continued annual growth.

Environmental Contamination is a potential risk to project cost. Unforeseen contamination on the site may drive up project costs and induce potential schedule delays. However, the Port has jointly purchased an insurance policy with the City of Oakland to limit the Port's exposure to unforeseen conditions within the site. On-going investigations and remediations have not found any unforeseen conditions. Though environmental remediation areas exist on the site, they have not been more significantly more extensive than anticipated.

D. Project addresses the TCIF evaluation criteria.

1. Freight System (Goods Movement)

- Throughput: Project provides for increased volume of freight traffic through capacity expansion or operational efficiency.

OHIT provides the possibility of expanding Railport and developing an additional storage yard for Railport with the elimination of UPRR's West Oakland yard. The OIG is provided enhanced rail access via new dual lead tracks with significantly enhanced alignment. OIG could be expanded in the future by placing tracks between existing yard tracks.

100% grounded container storage trackside: Rather than store containers on chassis in a parking lot adjacent to the loading track(s), the containers can all be densely stored in stacks adjacent to the tracks.

This is an efficient use of property, allowing for more loading tracks to be placed in the terminal without sacrificing performance

High trackside container buffer capacity (over 10,000 TEU) directly impacts capacity. Containers are often brought to the yard hours before the railroad is ready to load the container onto a train. In a perfect world, container handling would be a ballet where as soon as the container is brought to the railyard, it is placed on the train. But because of the high volumes of cargo handled, a single delayed container would make the whole system delayed. So the yard must have the ability to stage containers before or after they are loaded/unloaded from the train. Container storage capacity is often a limiting element to capacity. The proposed intermodal terminal will have a large trackside buffer storage area, dramatically increasing the intermodal container staging area over the existing Port intermodal facilities.

- Velocity: Project increases the speed of freight traffic moving through the distribution system.

Multiple tracks under wide-span Rail Mounted Gantry (RMG) cranes (6 tracks per crane set): With a crane spanning only a single track, it cannot perform work while the train is being moved to/from the loading area. The crane that spans multiple tracks is much more productive. It can unload a train on one track while a different track is being switched out for maintenance or departure for its destination. Each crane can operate more efficiently, loading and unloading more containers per day than the existing terminal rail terminals.

Nested RMG cranes handle truck interface to buffer, resort the stacks: The proposed terminal includes multiple crane sets, one to manage the train loading, and a second crane to manage the container buffer area, including most of the trucks arriving from (or departing to) the marine terminals. Since the marine terminals operate only 8-10 hours per day, the cranes dedicated to the buffer area will be able to handle the heavy truck traffic during the day and arrange the containers so that the crane servicing the tracks will not have to dig through 4 containers to reach one at the bottom of the stack. This will improve the train loading/unloading operations, while minimizing the service time for trucks running back and forth between the marine terminal and the railyard.

Cranes can continuously load / unload trains 24 hours per day: The train operations are 24 hours per day, but the marine terminals in Oakland are open only during the day. The large buffer stacks will allow continuous 24 hour per day loading / unloading operations, allowing the railyard to schedule train departures throughout the night, and loading/unloading operations continuously.

Compressed Air distribution system for clean / dry air and fast brake charging: Train brakes are controlled by a compressed air system which is maintained by the locomotive. When the train is in operation, the compressed air must be kept at full pressure. Activation of the brakes is done by releasing the pressure, which applies the brakes. Prior to departure, the locomotive must establish the appropriate compressed air pressure. This can take approximately 2 hours per train to establish. Providing an on-terminal compressed air distribution system will allow the terminal to maintain brake pressure while the train is in the yard, reducing the amount of time each train needs to spend on the terminal.

- Reliability: Project reduces the variability and unpredictability of travel time.

Cantilevered RMG crane arm can reach across container buffer area: The crane can select from many containers for placement onto the train. The larger crane which works with the train, has access to each container in the stack and even some of the street trucks. The versatility of this crane allows it to perform nearly all the functions in the rail yard, reducing its dependence on other equipment to hand the containers to. This reduces the potential delays due to equipment breakdowns or trucker delays.

Cranes are highly productive since there is almost always a track to work: When maintenance or switching activities are happening on a track, the crane can proceed to service a separate train on a separate track. With the crane able to work multiple tracks, it can nearly continuously load and unload trains without interruption from other on-terminal activities. This will ensure that a major maintenance event doesn't prevent the cranes from continuing to be productive.

Live-lift capabilities to directly service trucks using RMG cranes: If a high priority import container arrives, the railyard can identify it at the gate and bypass the buffer system entirely, sending the truck and container directly underneath the crane that services the train. This will allow late arriving containers to be quickly placed on the train, or vice versa, so as not to jeopardize either the ship or train schedule because of late arriving containers.

2. Transportation System (Priorities)

- Safety: Project increases the safety of the public, industry workers, and traffic.

17-25 feet between tracks under crane allows maintenance, IBC crew workspace: Wide working spaces will be provided between the loading tracks to allow crews to inspect and maintain the railcars, and remove or place the interbox connectors that secure the top and bottom containers on the train. These wide spaces will allow the railyard staff to operate in a secure work space without encroaching onto adjacent tracks.

GPS tags on crews, locomotives and vehicles can provide safe operations: Workers can be outfitted with GPS devices on their vehicles and persons which the cranes can identify so that the cranes are locked out of worker areas. This will keep workers away from any active loading or unloading operations to protect them from potential hazards around the crane.

Fewer trucks on the highway: If the Port of Oakland doesn't build the Outer Harbor Intermodal Terminal, cargo will continue to arrive in Oakland, or other West Coast ports, and require rail service to its final destination. If new facilities can't be built in Oakland, additional facilities in Northern California may be built to support this cargo, such as the recently constructed intermodal terminals in Lathrop and Stockton. Intermodal cargo may be transported via truck between the Port and the Sacramento/San Joaquin Valleys to intermodal terminals in that region. This would put many more inter-regional trucks on the highway and further strain major truck routes such as I-80 and I-880/238/580. Trucking, as an industry, is not as safe as transport by rail, with more accidents, injuries and fatalities per mile than rail transport. Constructing additional intermodal capacity is best provided at the Port complex, rather than places nearly 100 miles away such as Sacramento and Stockton.

Alternate Intermodal Terminal Location	dist. to Oakland	est. truck trips	Annual VMT
Lathrop	86.1	721,154	62,091,359
Stockton	84.5	721,154	60,937,513
Total		1,442,308	123,028,872

- Congestion Reduction/Mitigation: Project reduces daily hours of delay on the system and improves access to freight facilities.

In 2006, approximately 31% of the Port's total container traffic was transported by rail through its intermodal rail yards. As the Port grows, it anticipates that the percentage of intermodal cargo could increase to approximately 50%. Increasing intermodal transport will reduce the relative volume of Port

containers transported by truck on regional roadways. The existing highway transportation system serving the Bay Area is constrained. Anticipated increases in cargo throughput in the next five to twenty years could induce a considerable amount of truck traffic onto the transportation system. Any cargo that is moved by train from the Port benefits the overall transportation system by reducing truck trips to or from the Port of Oakland.

Every train that is loaded at the Port can eliminate 750 truck trips considering westbound and eastbound cargo, bob-tail moves associated with one-way truck trips, and chassis repositioning required with off-dock transfers. This calculation makes the following assumptions, which are conservative to avoid overestimating truck reduction benefits: eastbound train carries 280 containers, westbound carries 240 containers, bob tail moves add 35% and chassis repositioning adds 10% to the total truck trips. The Port intermodal yards could eliminate over 10,000 truck trips for every 3,500 intermodal containers unloaded and 3,000 intermodal containers loaded at the wharf. Also refer to the table just prior to this section, which indicates that the rail diversion due to OHIT is projected to remove approximately 1.5 million annual truck trips and over 120 million VMT from the regional street and highway network.

100% grounded container storage trackside: The use of a grounded container storage buffer area adjacent to the tracks will reduce, if not eliminate the need for on-terminal yard tractors to shuffle containers to and from the cranes. Rubber Tired Gantry (RTG) cranes require up to 6 tractors each to efficiently load/unload a train. The high capacity of the trackside container stacks eliminates these on-terminal diesel truck movements.

- Key Transportation Bottleneck Relief: Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand.

The long-term Portwide rail capacity demand is in the range of 3.0 million TEUs. This demand can be addressed by throughput capabilities at the two existing rail facilities combined with the potential capability of the OHIT facility. The existing OIG and Railport facilities handle approximately 1.0 million TEUs. The OHIT facility is estimated to provide approximately 1.8 million TEUs of capacity at full build-out.

The limiting element to growth at the Port of Oakland is intermodal rail service. Shippers continue to demand high volume intermodal service corridors between the Pacific Coast and the middle and eastern United States. Intermodal capacity is much higher in Southern California, however, the intermodal facilities and rail connections are nearing their full capacity. Oakland has seen only limited intermodal capacity growth because of its relatively low capacity to handle intermodal cargo. Construction of the proposed Outer Harbor Intermodal Terminals will provide significant capacity in Oakland to handle a larger share of the international container traffic handled by rail. Greater capacity in Oakland will incrementally reduce congestion in the Los Angeles / Long Beach ports as they have been absorbing the lion's share of intermodal traffic for the entire continent.

- Multi-modal Strategy: Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT).

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and 3,000 intermodal containers loaded at the wharf. In addition, the rail diversion due to OHIT is projected to remove approximately 1.5 million annual truck trips and over 120 million VMT from the regional street and highway network.

- Interregional Benefits: Project links regions/corridors to serve statewide or national trade corridor needs.

OHIT will improve the efficiency of Northern California's freight rail service, which is part of the transcontinental freight rail system. This will decrease the burden borne for such service by Southern California ports and communities, while increasing the West Coast's ability to accommodate increased transcontinental freight rail traffic. The rail diversion due to OHIT is projected to remove approximately 1.5 million annual truck trips and over 120 million VMT from the regional street and highway network.

OHIT will provide Port and railroads with the capacity to handle shuttle trains moving containers between the Port and logistics centers that are increasingly locating in California's Central Valley, where land is available and affordable. Such movement will divert container movement by over-the-road trucks. Increased movement of containerized traffic provided by trains to these Central Valley cargo handling facilities will also provide more jobs and income for California, both at the Port and at the Valley locations.

OHIT provides the capacity at the Port to create an alternative to long-haul movement by truck over state roads and highways, having a cumulative effect of reducing wear on the state's surface infrastructure as well as contributing to improved roadway safety and reduced congestion and diesel air emissions.

3. Community Impacts

- Air Quality Impact

With development of intermodal terminal enhancements, the Port of Oakland will be prepared to efficiently handle intermodal cargo growth through the foreseeable planning horizon while minimizing environmental impacts.

The Port evaluated emission benefits (e.g. reductions) associated with two 'green' technologies: (1) electric cargo handling cranes and (2) genset or 'low emission' engines for switching locomotives. Implementation of the electric cranes component is contingent upon the Port receiving anticipated funding from the Air Emissions Fund of the Infrastructure Bond program. Full implementation of the gensets will depend on the success of the pilot program that is currently underway. In addition, the Port evaluated emission benefits for the OHIT relative to the alternative drayage of cargo to the BNSF and UP rail yards in Stockton and Lathrop. The Port did not evaluate the benefits of the OHIT relative to trucking cargo to the Midwest, because we do not believe this is a meaningful comparison.

This project will provide significant regional air quality benefits due to the avoidance of emissions from potential over-the-road and bobtail trucks associated with transporting cargo by truck to its final destination or to the nearest (non-Oakland) railyard. Further, all proposed OHIT equipment - the electric rail mounted cranes and genset switchers - represent the cleanest available technology for the movement of containers between drayage trucks and railcars, and on rail within the facility. The on-site cargo handling equipment will be approximately 90% cleaner than conventionally powered cranes and yard tractors, in terms of particulate emissions (including diesel), and will also avoid emissions of other criteria pollutants, including NO_x, CO, ROG, as well as CO₂. The genset switchers emit approximately 80% less particulate matter than typical switchers, and their use will also avoid emissions of other pollutants, as described above.

Finally, the design of the OHIT includes state of the art features (such as the entrance/exit gate system) that allow for efficient and timely movement of drayage trucks, and therefore avoid queuing and idling emissions. The layout of the site and selection of equipment yield a facility design that avoids, to the maximum extent possible, growth in air pollutant emissions.

Exhibit D provides preliminary estimates of the emission benefits (i.e. avoided emissions) for several pollutants of concern. The Port is currently waiting on further guidance from CARB about how best to define and quantify project air quality benefits; therefore, these estimates presented in Exhibit D are draft and subject to change.

- Community Impact Mitigation

OHIT will be operated using state of the art equipment to reduce the emissions generated at the facility. This is a critical issue for the neighboring West Oakland community. There are two viable options to constructing the OHIT facility each providing differing levels of operation upon completion. OHIT could be constructed and made operational all at once providing 100% of the rail capacity or it could be constructed in two phases providing 50% initial rail capacity. In either case, the OAB site lends itself well to constructing a majority of the facility without impacting surrounding property.

Prior to construction of the OHIT, the Port will establish a 15 acre parcel within the development for local truck parking and trucking related services. The 15 acre parcel will be provided in combination with a similar sized parcel adjacent to the Port of Oakland within the City of Oakland's East Gateway portion of the former Oakland Army Base. The combined 30 acres of truck parking will help to minimize the number of truck related businesses in surrounding residential communities.

The Port has also implemented a Truck Management Plan, which includes grants to truckers for the purchase of cleaner burning diesel engines that meet today's emissions standards. This program helps to reduce smog from older, higher pollution truck engines with more efficient, less polluting new vehicles. This program reduces the pollutants produced at the Port from older trucks.

- Economic/Job Growth

Over the last few years, the Port of Oakland has been deepening its harbor to accommodate the latest generation of larger container shipping vessels. Along with recent Port-funded terminal enhancements, including redevelopment of former military facilities, the harbor deepening has positioned the Port to be able to bring in first port-of-call vessels that enable more cargo to flow through the Port's facilities. Construction and operation of the proposed Outer Harbor Intermodal Terminal (OHIT) to move cargo through the region to and from other parts of the country by rail will directly support those projects to deliver jobs, tax revenue and other benefits to the region and the state.

Construction of the OHIT project is anticipated to require hundreds of construction workers for a period of approximately three years. Local residents in the communities surrounding the Port and the region will benefit the most from employment in the construction jobs needed to build the rail yard. Operation of the OHIT will support a wide range of maritime industry jobs, including railroad, ILWU longshore, trucking, tug companies, freight forwarders and shipping agents, warehousing, container repair and leasing, ship pilots and terminal employees. Furthermore, the OHIT will benefit the Port and community by bringing continued trade growth and economic benefits to the region, including support for jobs in the region's and state's important technology and agricultural sectors and business and employee payments to local and state tax revenues.

To ensure that local residents benefit from growth in international trade, the Port's Employment Resources Development Program (ERDP) conducts extensive outreach to match Oakland residents with jobs provided by Port tenants. ERDP staff work closely with local job seekers to improve their skills and provide training opportunities. In addition to providing employment services, ERDP also helps educate local youth on Port development and career opportunities by coordinating with schools and training programs for internships within the Port. To promote career opportunities in logistics and transportation, ERDP works with the Chambers of Commerce, local government, education and community agencies to address specific issues related to workforce and economic development. See Exhibit E for more information regarding economic impacts of OHIT.

EXHIBIT A

Port of Oakland Container Thruput History (1985-2006)
and 2025 Forecast

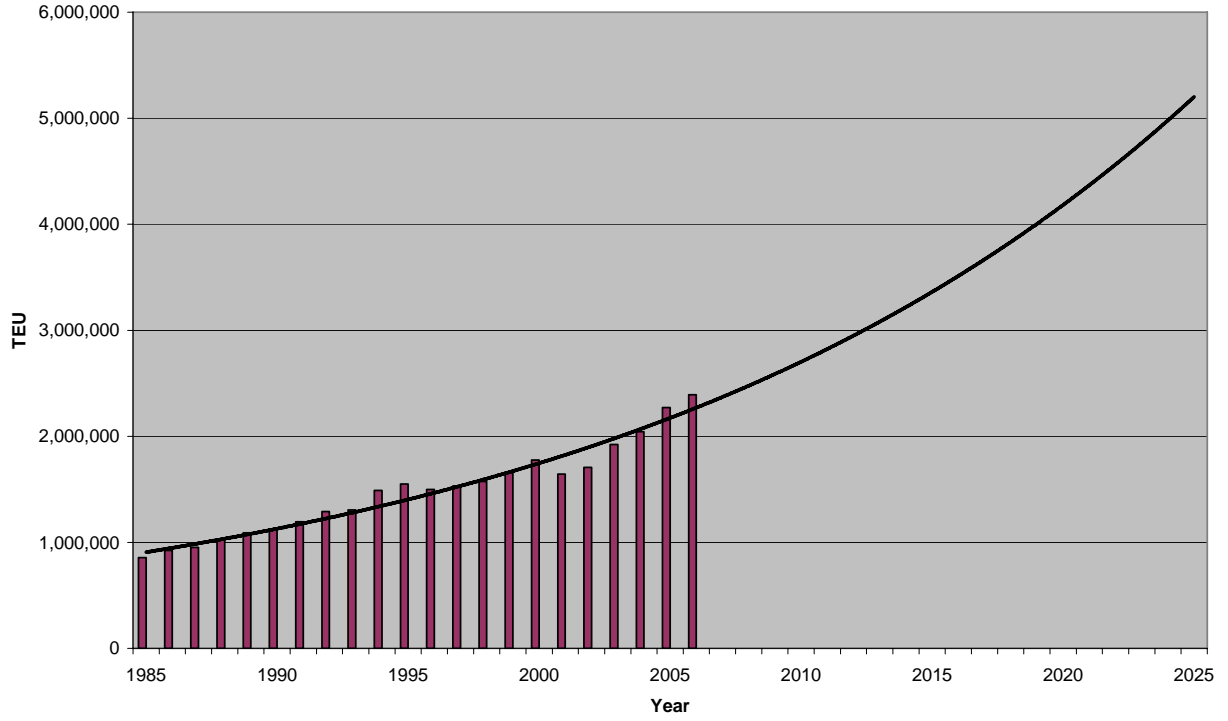


EXHIBIT C

PROJECT SCHEDULE

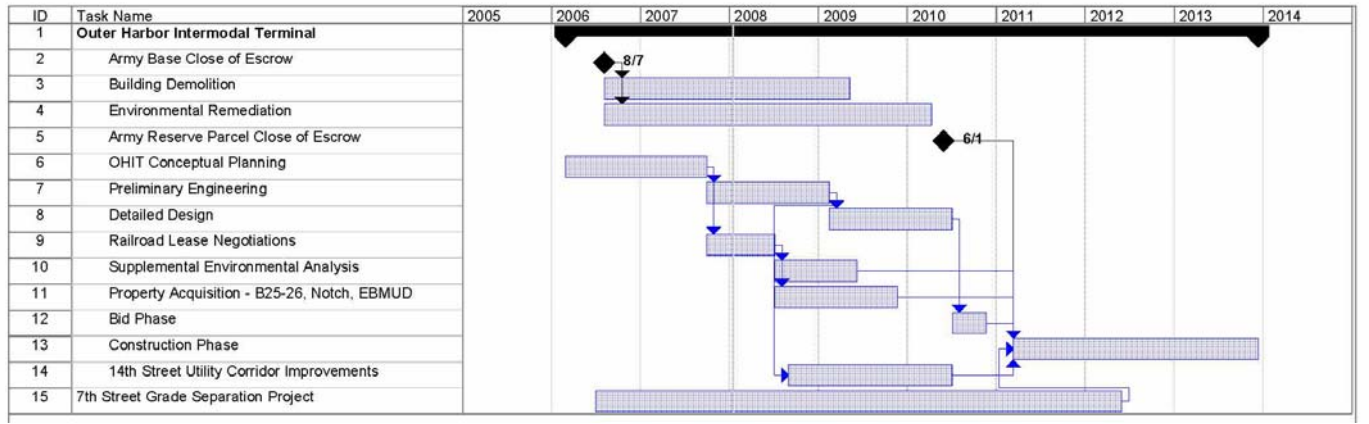


EXHIBIT D

AIR POLLUTION MITIGATION

Exhibit D provides preliminary estimates of the emission benefits (i.e. avoided emissions) for several pollutants of concern. The Port is currently waiting on further guidance from CARB about how to best define and quantify project air quality benefits; therefore, these estimates presented in Appendix D are draft and subject to change.

Table 1. Estimated diesel fueled RTG crane emissions with full ARB rule implementation at 191,658 lifts and emissions at OHIT capacity activity levels in 2030.

		ROG	CO	NOX	PM10	PM2.5	SOX
Cumulative from 2015 – 2030	Totals (tons)	6	113	31	1.2	1.1	1

Note: The calculated emission benefits are above and beyond those expected to come from implementation of the Cargo Handling Equipment Rule.

Table 2. Cranes fuel consumption and CO2 emissions.

	Fuel (gallons)	CO2 (tons)
Cumulative total from 2015 – 2030	6,758,850	76,502

Note: The calculated emission benefits are above and beyond those expected to come from implementation of the Cargo Handling Equipment Rule.

Table 3 Switching locomotive emissions at 191,658 lifts and with future operations levels at OHIT.

	HC (tons/year)	CO (tons/year)	NOx (tons/year)	PM (tons/year)	CO2 (tons/year)
Cumulative 2015 thru 2030	40 (ROG = 49)	56	1,829	19.2	17,695

ROG is 1.21 times HC

Table 4 Forecasted emission reductions (tons/year or tons over 16 year project life) with rail in place of truck drayage.

	Emissions (TPY)				
	ROG	CO	NOx	PM10	CO2
Average Cumulative from 2015 – 2030	194	1,121	504	79.3	1,746,312

EXHIBIT E

ECONOMIC BENEFITS OF OHIT

Job Category	Number Generated
Direct jobs	3,773
Induced jobs	5,152
Indirect jobs	3,437
Total jobs	12,362

Income Category	Dollars (millions)
Direct personal earnings	\$169.1
Respending and consumption	\$456.9
Indirect income	\$141.8
Total income	\$767.8

Direct Local Economic Impact	Dollars (millions)
Business revenue	\$1,582.2
Local purchases	\$375.8
State & local taxes	\$79.1